

SAILING DIRECTIONS CORRECTIONS

PUB 172 **9 Ed 2001** **LAST NM 46/03**

Page 165—Lines 42 to 47/L; read:

Qalhat LNG Terminal (22°41'N., 59°24'E.) (World Port Index No. 48240) is situated about 1.4 miles SE of the village. The terminal consists of two T-shaped jetties extending about 0.2 mile from shore in a semi-protected bay open to the sea.

Winds—Weather.—The terminal is sheltered, by the mountains to the S, from the strong winds of the Southwest Monsoon during the summer (June to September). During the remainder of the year, the terminal is exposed to the Northeast Monsoon.

Depths—Limitations.—The LNG Jetty can accommodate vessels up to 125,845 dwt, with a maximum length of 310m and a maximum draft of 12.1m.

The MOF Condensate Jetty can accommodate vessels up to 13,000 dwt, with a maximum length of 140m and a maximum draft of 7.7m. An underkeel clearance of 2m is required to be maintained at all times.

Aspect.—A conspicuous flare, 106m in height, is located in the terminal.

Pilotage.—Pilotage is compulsory for all vessels using the terminal. The pilot boards in position 22°43.0'N, 59°27.5'E. Berthing and unberthing can be done 24 hours.

Regulations.—Vessels must send their ETA when departing their previous port. The ETA should also be sent 96 hours, 48 hours, 24 hours, and 5 hours prior to arrival. Any changes to the vessel's ETA should be sent, as follows:

1. A change of more than 12 hours from the initial ETA sent from the departure port.
2. A change of more than 6 hours following the 96-hour message and before the 24-hour message.
3. A change of more than 2 hours following the 24-hour message.

Anchorage.—Anchorage can be obtained about 2 miles E of the LNG Jetty, in a bottom of mud, sand, and shingle. Permission from the terminal is required to anchor.

Caution.—Fishing activity, mainly during the hours of darkness, occurs in the approaches to the terminal. Drift nets in excess of 1,000m long are used; both the nets and the fishing boats setting them are poorly lit. Because of this, approaching and departing the terminal should be made with caution, preferably maintaining a NE or SW course, as appropriate, until well clear of the coast.

(BA NP 286(3); US NM 13/02, Section II) 47/03

Page 167—Line 56/L; read:
over 150 nrt and is available 24 hours. Pilots can be contacted on VHF channel 14 and board

(BA NP 286(3)) 47/03

Page 167—Line 2/R; read:
then contact Port Control 3 hours before arrival on VHF channel 14 or 16.

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Page 167—Line 57/R; read:
contacted on VHF channel 12 and board about 1.5 miles NE of Jazirat al
(BA NP 286(3)) 47/03

Page 168—Lines 5 to 6/L; read:
PETROMAR MUSCAT by telex or fax. Any change in excess of 2 hours must also be sent.
(BA NP 286(3)) 47/03

Page 168—Line 26/L; insert after:

15. Bow to manifold distance in meters.
16. Statement from master stating all lifting gear to be used is in good working order, with up-to-date certifications.
17. Whether any maintenance or repairs planned in the anchorage.
18. Vessel's nrt.
19. Maximum hydrogen sulfide levels in vessel's cargo tanks.

(BA NP 286(3); PUBS 017-03) 47/03

Page 168—Line 30/L; read:
provided UHF radio, with VHF channel 12 for back-up.
(BA NP 286(3)) 47/03

Page 179—Line 33/L; insert after:

Iranian Ports and Shipping Organization Home Page http://www.ir-pso.com

(BA NP 286(3)) 47/03

Page 190—Lines 16 to 17/R; read:
Pilotage.—Pilotage is compulsory and is available 24 hours. The pilot boards 2 miles E of the terminal.
Regulations.—The vessel's ETA should
(BA NP 286(3)) 47/03

Page 192—Line 47/L; insert after:

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(BA NP 286(3)) 47/03

Page 199—Lines 17 to 19/R; read:
hours prior to arrival through Bandar-e Abbas Coast Radio Station. The message should include cargo,
(BA NP 286(3)) 47/03

Page 223—Lines 31 to 33/R; read:
Regulations.—Vessels are required to radio their ETA at Jazirat Halul, plus select information, at least 72 hours in advance, confirming 24 hours prior to arrival. The ETA should also be confirmed 4 hours in advance on VHF

channel 16 through Halul Radio. The vessel's ETA message should include

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Page 224—Lines 40 to 41/R; read:
chart.

Al Rayyan Oil Field (26°39'N., 51°33'E.), about 22 miles WNW of Al Shaheen Oil Field and Terminal, consists of a production platform and floating storage tanker. Vessels send their ETA 72 hours, 48 hours, and 24 hours in advance. Pilotage is available; pilots board about 2 miles NE of the terminal.

Between Ras Laffan and Ras Rakan, about 24 miles NW,
(BA NP 286(3))

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Page 231—Lines 41/L to 25/R; read:

Pilotage

Pilotage is compulsory for vessels over 250 grt intending to transit the entrance channel to Khawr Al Qulayah.

Vessels between 250 and 1,500 grt may be given permission to proceed without a pilot according to the circumstances prevailing at the time.

Bahrain Pilots provides pilotage for all vessels bound for Khawr al Qulayah, as well as the GIC Terminal, the Alba Jetty, and the BAPCO Terminal.

ASRY Pilots provides pilotage for vessels bound the ASRY Drydock.

Both pilotage authorities coordinate their activities through Bahrain Port Control.

Vessels should send their ETA to the pilot 24 hours and 12 hours prior to arrival.

Pilots board 0.3 mile SE of Sitrah Lighted Buoy, except for the BAPCO Terminal; pilots for this facility board at the anchorage.

Regulations

GIC Terminal.—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.

When within VHF range, vessels should establish contact on VHF channel 68 with Bahrain Port Control and the BAPCO Terminal to obtain the latest movement schedule from Bahrain Pilots.

BAPCO Terminal (Bahrain Petroleum Company BSC Terminal).—Vessels should send their ETA, draft, and bunker fuel requirements 48 hours in advance through Bahrain (A9M). When within VHF range and when at anchor, vessels should maintain a continuous listening watch on VHF channel 16 and 74. The BAPCO terminal can be contacted by e-mail, as follows:

info@bapco.net

ASRY Drydock.—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.
4. Whether vessel is gas free and ready to berth.
5. Whether vessel requires tank cleaning.

When within VHF range, vessels should establish contact on VHF channel 16 with the ASRY Drydock.

Alba Jetty (Aluminum Bahrain).—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.
4. Bunker requirements.

When within VHF range, vessels should establish contact with Bahrain Port Control and the BAPCO Terminal on VHF channel 8 to obtain the latest movement schedule from Bahrain Pilots. When alongside, vessels communicate with the wharf staff on VHF channel 8

Vessel Traffic Management System.—A Vessel Traffic Management System is in operation in the approaches to the port, including the Deepwater Fairway and the Northeast Approach Channel.

Inbound vessels over 50 grt should contact Bahrain Port Control Operations, as follows:

1. Vessels should radio their ETA at Sitrah Lighted Buoy (26°11'N., 50°43'E.), with draft and details of any deficiencies in vessel handling or seaworthiness, when within VHF range.
2. Vessels using Deepwater Fairway should request permission to proceed past Lighted Buoy No. 3 (26°29'N., 50°57'E.).
3. When passing the charted Reporting Points.
4. Vessels should report their intention to anchor to Port Control in sufficient time for an alternative anchorage to be stipulated.
5. When berthed, moored, or anchored.

Outbound vessels over 50 grt should contact Bahrain Port Control Operations, as follows:

1. Vessels should contact Port Control 15 minutes before, and immediately prior to, getting underway.
2. When passing the charted Reporting Points.
3. Vessels using Deepwater Fairway should request permission to proceed past Bahrain Approach Lighted Buoy.

All vessels are required to maintain a continuous listening watch on VHF channel 74 when within the port area, including while anchored. Bahrain Port Control should be contacted if the vessel is to shift berth or anchorage and again when the vessel is situated.

Vessels berthing at Sitrah should have their outboard anchor cleared and ready to let go before approaching the dock; however, the anchor should not be let go in the vicinity of the dock, except on the advice of the Mooring Master.

(BA NP 286(3))

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Page 236—Line 38/R; read:

Regulations.—The vessel's ETA should be sent upon departure from the last
(NIMA) 47/03

Page 237—Line 5/L; insert after:

Details of the vessel's radar equipment are required prior to arrival.
(BA NP 286(3)) 47/03

Page 239—Lines 7 to 10/L; strike out.

(NIMA) 47/03

Page 239—Lines 14 to 16/L; read:

Regulations
(NIMA) 47/03

Page 240—Lines 3 to 7/L; read:

Pilotage.—Pilotage is compulsory for the port. Pilots board by helicopter W of Gharbarah Beacon (26°59.5'N., 50°13.0'E.). The helicopter service operates on VHF channels 11, 12, 13, 14, and 16.

Regulations.—Vessels bound for the port may be instructed to anchor at the
(BA NP 286(3)) 47/03

Page 241—Line 45/L; read:

than 150 nrt and is available 24 hours. Pilots may be ordered through Jubayl Port
(BA NP 286(3)) 47/03

Page 243—Lines 52 to 57/R; read:

The mooring master boards at the tanker anchorage N of Berth No. 4.

Regulations.—The vessel's ETA should be sent 72 hours and 6 hours in advance. The terminal can be contacted by e-mail, as follows:

tmd@agoc-aoc.sa

Vessels should confirm the ETA before arrival, inform Port Control of the time of anchoring, and maintain a continuous listening watch on VHF channel 16.

(BA NP 286(3)) 47/03

Page 244—Line 31/L; read:

The terminal can be contacted by e-mail, as follows:

deranar@texaco.com

(BA NP 286(3)) 47/03

Page 246—Lines 28 to 32/L; read:

Regulations.—Weather permitting, ships are berthed day or night and may depart at any time. The vessel's ETA

should be sent 72 hours, 48 hours, 24 hours, and 12 hours in advance through the agent.

Every ship entering and departing port
(BA NP 286(3)) 47/03

Page 247—Lines 11 to 22/L; read:

Pilotage.—Pilotage is compulsory and is available 24 hours. Pilots board from a white launch about 1.5 miles E of the Petroleum Products Pier. Tugs come alongside after the pilot boards and secure on the offshore side.

Regulations.—Ships berth heading into the current. Vessels over 198m in length berth/unberth during daylight hours only.

Vessels send their ETA, vessel details, and cargo details 72 hours and 36 hours in advance. The confirmation of the ETA should be sent 12 hours in advance.

Vessels carrying explosives or dangerous cargo must declare quantities and categories of same when they report their ETA.

The National Flag of Kuwait must be
(BA NP 286(3)) 47/03

Page 250—Lines 8 to 10/R; read:

channel. The vessel's ETA should be sent 24 hours before arrival, along with the following information:

(BA NP 286(3)) 47/03

Page 250—Line 33/R; insert after:

Vessels should maintain a continuous listening watch on VHF channel 16 when approaching Ras al Ard (29°21'N., 48°06'E.) from seaward. Vessels at anchor awaiting berthing instructions should listen on VHF channel 16, as follows:

- a. 0400 to 0600.
- b. 0800 to 1100.
- c. 1600 to 1800.

(BA NP 286(3)) 47/03

Page 256—Line 30/L; insert after:

Iranian Ports and Shipping Organization Home Page
<http://www.ir-pso.com>

(BA NP 286(3)) 47/03

Page 260—Line 59/R; insert after:

Iranian Ports and Shipping Organization Home Page
<http://www.ir-pso.com>

(BA NP 286(3)) 47/03

Page 261—Line 11/R; read:

Regulations.—The Quarantine Medical Officer boards ships on arrival off
(NIMA) 47/03